

Reducing child deaths on European roads

Online PIN Talk Child road deaths | 14 December 2022



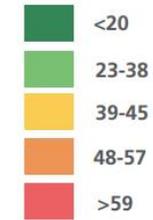
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Project Manager

ETSC PIN PROGRAMME

- Ranking road safety performance across participating countries since 2006
- Experts from the 32 participating countries, including all EU Member States
- Steering group
- Project team in the ETSC secretariat
- 43 PIN Flash reports

MAP 2:

Road deaths per million inhabitants in 2021



TOYOTA





REDUCING
CHILD DEATHS
ON EUROPEAN ROADS
PIN Flash Report 43

September 2022



PIN Flash Report 43

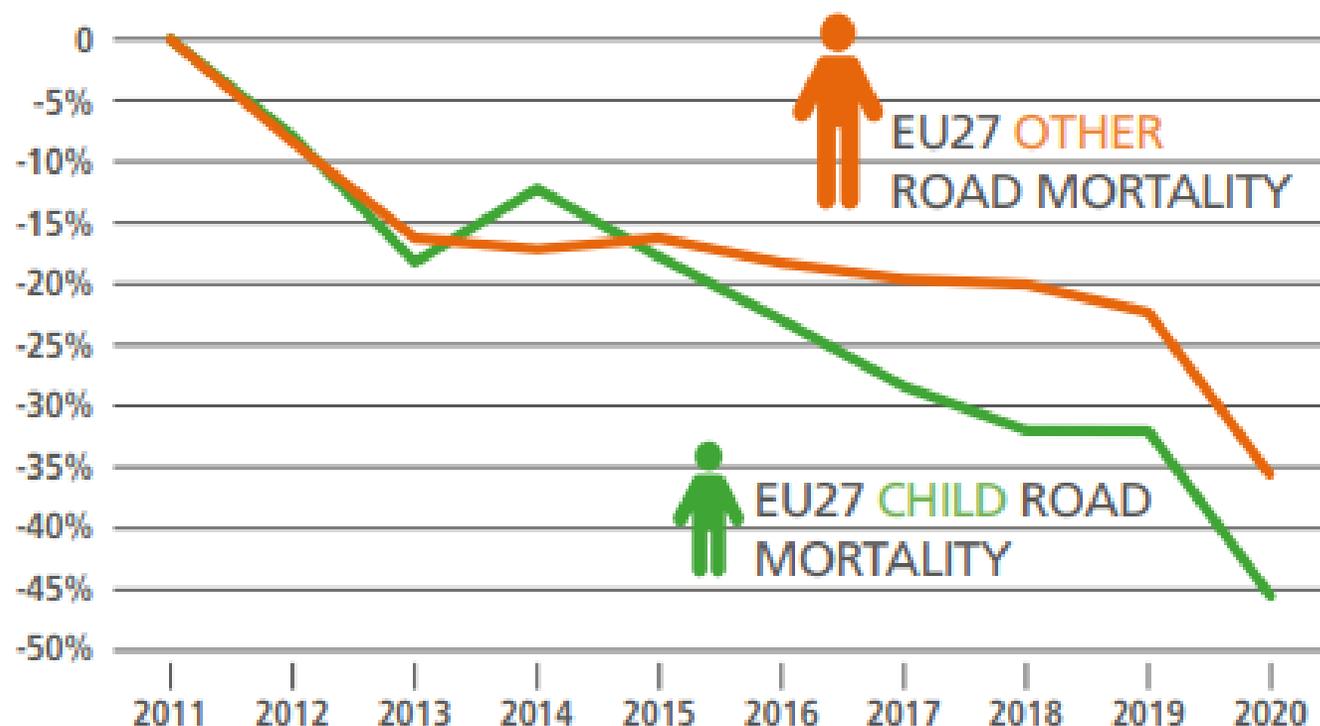
Reducing child road deaths on European roads

September 2022

The Scale of the Problem

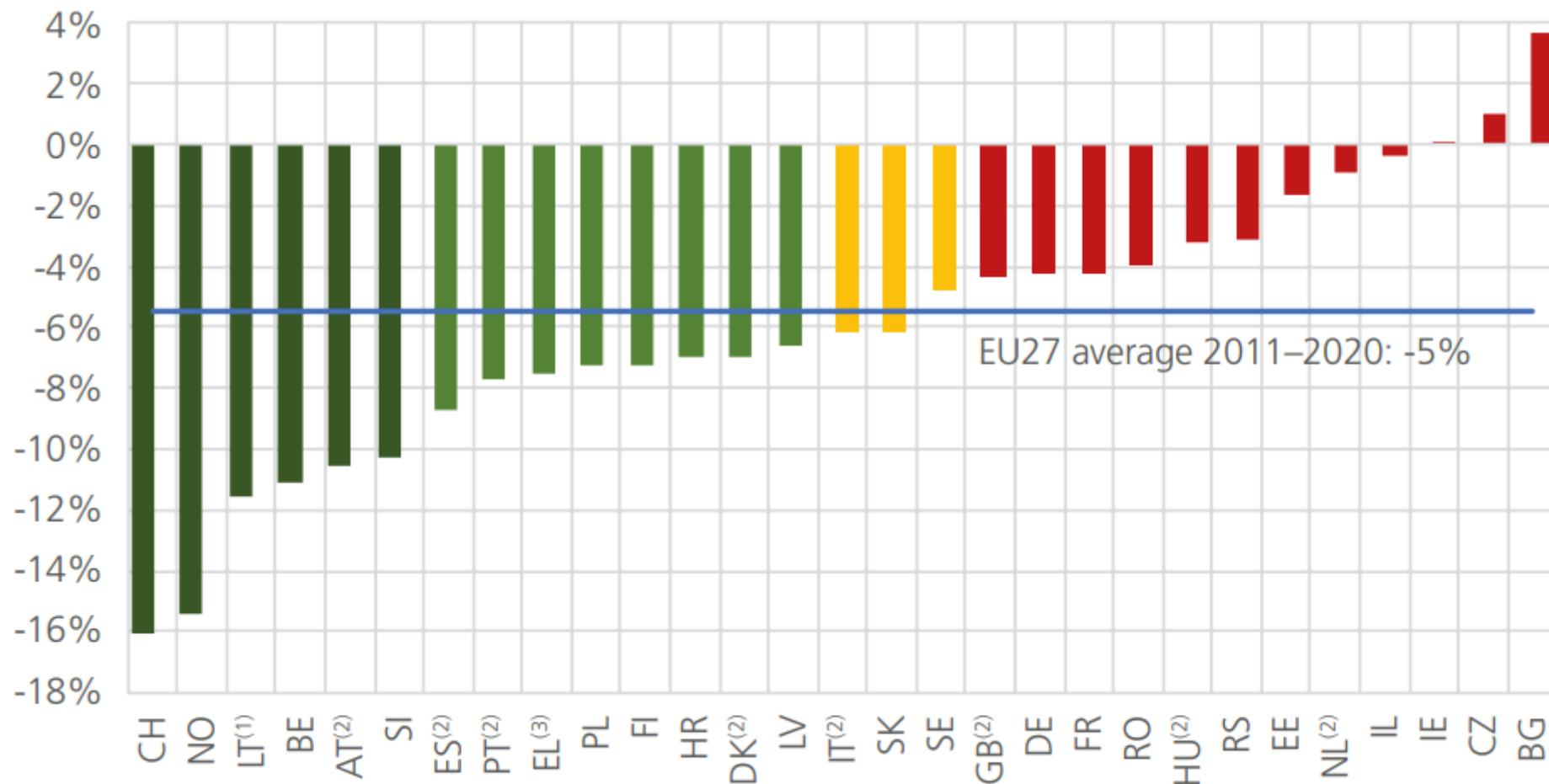
REDUCTION

IN ROAD MORTALITY OF CHILDREN



6000 CHILDREN
HAVE BEEN KILLED ON EU ROADS
OVER THE LAST TEN YEARS

The Scale of the Problem



Average annual change in the number of child road deaths (0-14 yrs old) in the period 2011-2021

Road user groups



HALF

OF CHILDREN AGED 0–13
KILLED ON EUROPEAN
ROADS ARE PASSENGERS



ONE THIRD

OF CHILDREN AGED 0–13
KILLED ON EUROPEAN
ROADS ARE PEDESTRIANS



9 OUT OF 10

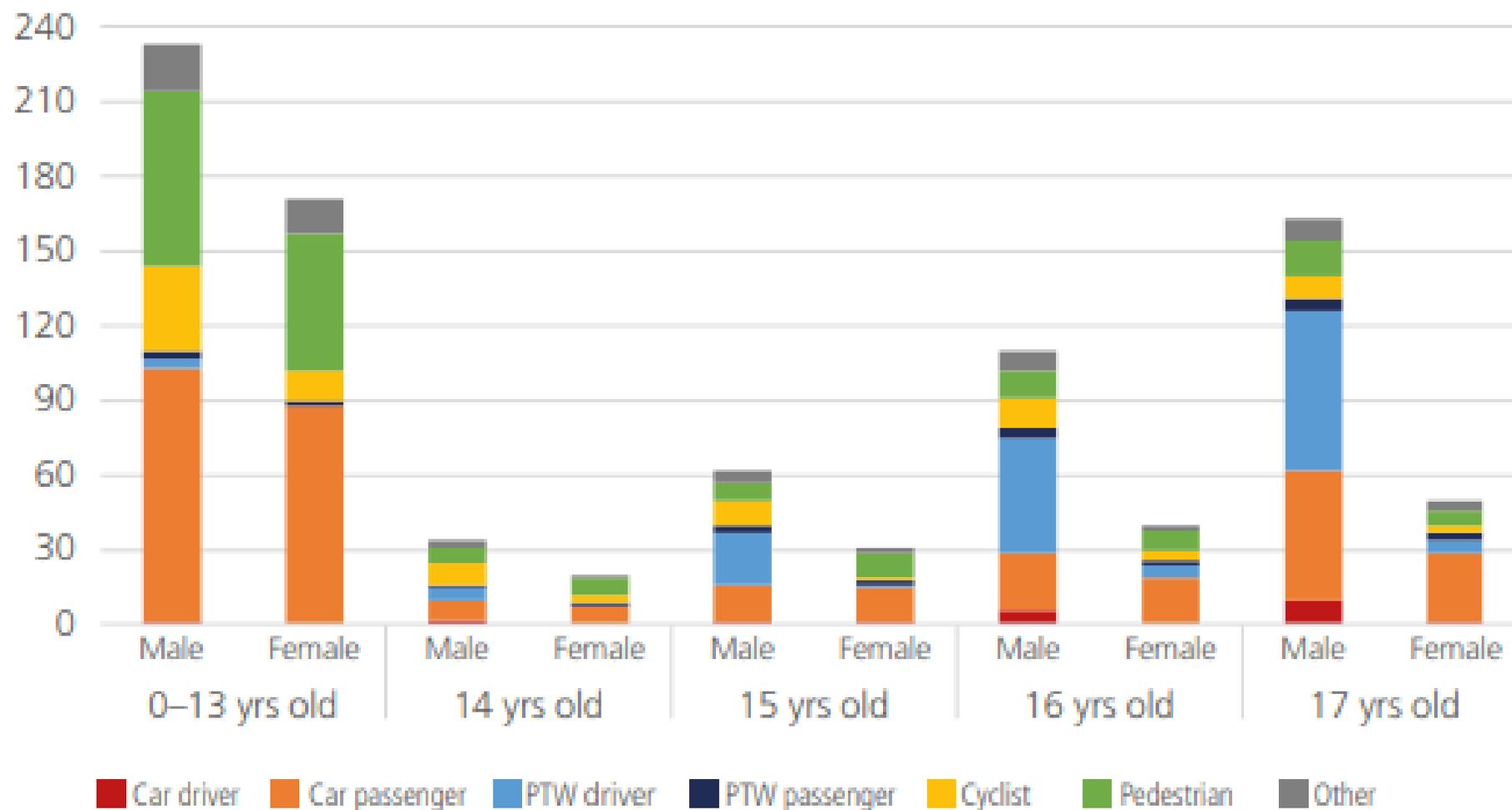
CHILD MOTORCYCLE RIDERS
KILLED ARE BOYS



11%

OF CHILDREN AGED 0–13
KILLED ON EUROPEAN
ROADS ARE CYCLISTS

Modal shift after 13 yrs



		In a collision with...									
Fatality		Pedestrian	Cyclist	Moped	PTW	Car	Lorry & HGVs	Bus or coach	Other	No other vehicle	Total
											
	Child Pedestrians	1	1	0	0	94	19	5	6	—	126
	Child Cyclists	0	0	0	1	29	10	1	4	5	50
	Child Moped Riders	0	0	0	0	4	3	0	1	2	10
	Child PTW Occupants	0	0	0	1	3	2	0	0	6	12
	Child Car Occupants	0	0	0	0	77	47	2	5	78	209
	Child Lorry & HGVs occupants	0	0	0	0	1	5	0	0	3	9
	Child Bus or Coach Occupants	0	0	0	0	0	0	0	0	3	3
	Other	0	0	0	1	8	3	0	1	7	20
Total		1	1	0	3	216	89	8	17	104	439

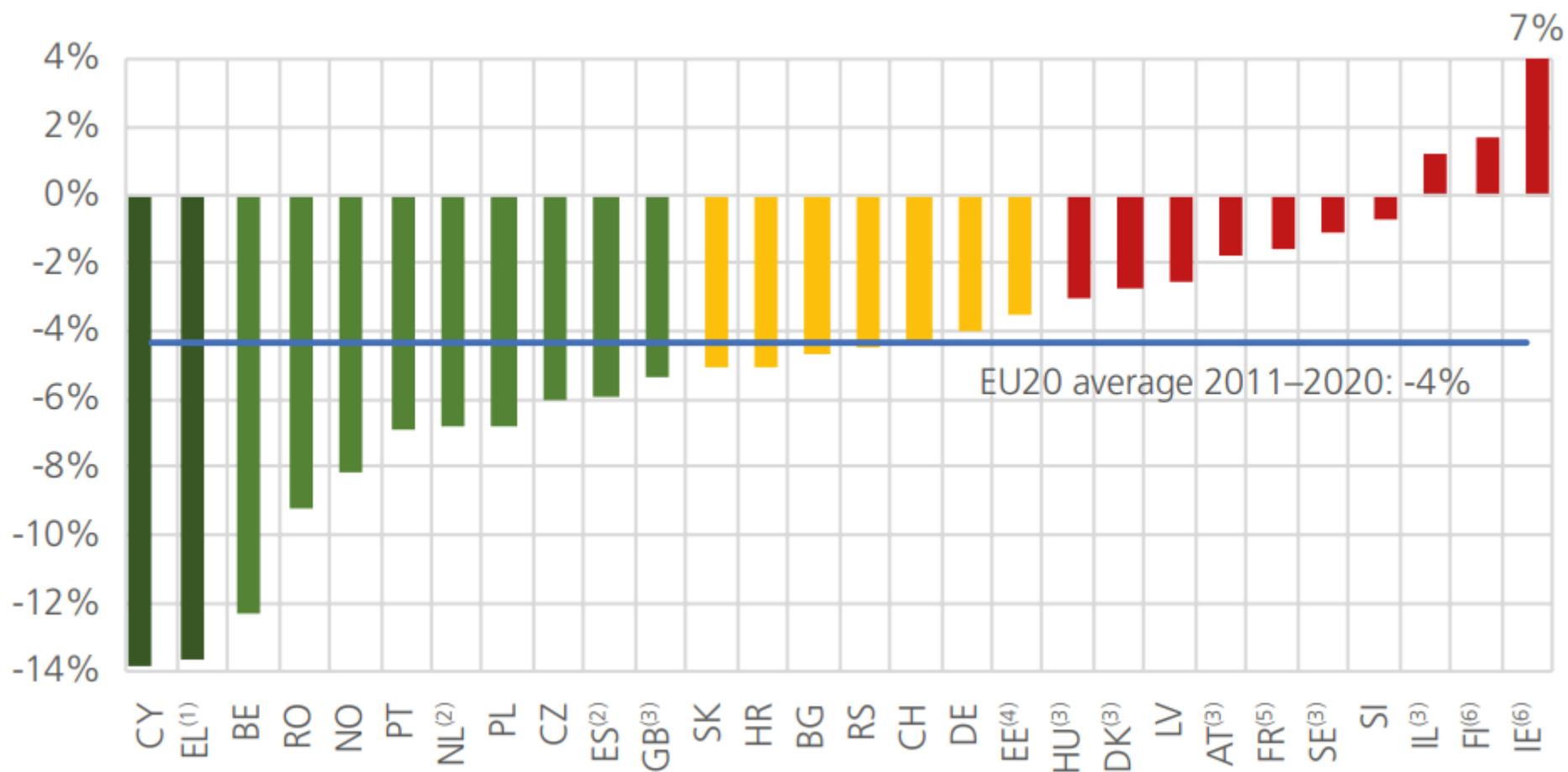
EU 27 Child deaths (0-14) in 2020 for each transport mode taking into account the main other participant in the collision
Source: EU CARE Data

Road deaths as a proportion of all deaths



1 IN EVERY **15**
CHILD DEATHS IS THE RESULT
OF A ROAD COLLISION

Serious Injuries



Average annual change in the number of child serious injuries 2011-2021

EU policy and legislation

- EU Directive - child restraint systems
- Reduced VAT on child restraint systems
- EU vehicle safety regulation – ISA and AEBS detecting pedestrians and cyclists
- EU driving licence directive – minimum ages for acquiring a licence and AM theory test
- KPI – child restraint use

Countermeasures

TECHNOLOGIES

THAT CAN IMPROVE ROAD SAFETY
FOR CHILDREN



INTELLIGENT
SPEED ASSISTANCE



AUTOMATED
EMERGENCY
BRAKING
(with pedestrian and
cyclist detection)



CORRECTLY
FITTED AND
APPROPRIATE
CHILD RESTRAINT
SYSTEMS

Countermeasures (inside vehicle) - Child restraint systems

	Appropriate CRS and correctly used	Year
BE	23%	2017
LT	69%	2021
	CRS usage rates (might include incorrectly used and inappropriate CRS)	Year
AT ⁽¹⁾	99%	2021
BE	87%	2017
DE	99%	2020
EE	96%	2021
FI	97%	2021
EL	57%	2009
PL	97%	2020
SI	94% (0–7 yo) 90% (8–14 yo)	2018
GB ⁽²⁾	97%	2017
CH	93%	2012
RS	58%	2020

	Total number of children killed in vehicles	Children killed and not fastened by CRS or seatbelts out of the total number of children killed in vehicles	Time period covered	Note
AT	2	1	2019–2021	
FI	3	1	2018–2020	
FR	149	30	2019–2021	Among killed where information is available (30% of killed without the information for the seatbelt, 47% of killed without the information for the CRS)
EL	2	1	2019–2021	2 children (aged 0–14) were killed as car passengers in 2019 in total. 1 child was wearing a seatbelt while the other was not.
HR	2	2	2019–2021	
HU	6	3	2018–2020	All numbers in the table were occupants of passenger car
IE	2	0	2019–2021	
LT	4	3		
RO	63	56	2019–2021	
PT	11	2	2019–2020	
SI	1	0	2019–2021	
RS	6	0	2019–2021	

Countermeasures (inside vehicle)

- Reduced VAT on CRS
- Alcohol interlocks
- CRS in Taxis

Countermeasures (outside vehicle)

- Travelling safely to school - School streets / safe routes to school
- Separated infrastructure and speed limits
- Bicycle helmets
- Pre-hospital care
- Minimum age for obtaining a moped licence
- Active mobility in the context of health

Recommendations – National Governments

- Achieve overall high levels of road safety
- Reduce motorised traffic around areas with high numbers of children, pedestrians and cyclist
- Implement separated infrastructure
- Mandate alcohol interlocks on school buses
- Reduce VAT on CRS

Recommendations – EU

- Adopt a separate target for reducing road deaths and serious injuries among children
- Make theoretical and practical training as well as a practical test mandatory to obtain an AM driving licence
- Revise standard for testing bicycle helmets



ETSC RECOMMENDS

PROPERLY-ENFORCED

30 KM/H ZONES

IN AREAS WITH LARGE NUMBERS OF PEDESTRIANS
AND CYCLISTS AND NEAR CHILDCARE FACILITIES

THANK YOU!

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